

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY USSR

DATE DISTR. 4 Oct 1954

SUBJECT City Description of Nadvornaya (Nadvorna)/Local Conditions

NO. OF PAGES 3

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PLACE ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE ACQUIRED

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SUPPLEMENT TO
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THIS IS UNEVALUATED INFORMATION

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1. The city of Nadvornaya (Nadvorna) is in Stanislaw province in Western Ukraine. The city had a rectangular shape in 1944. It is about one mile long east and west and three miles long north and south. The city is in the lowlands.
2. The main street, Mandychewskij, runs north to Bogorodchany (Bohorodczany) and south to Pniew (Pniew) through the center of Nadvornaya. The street is two cars wide and is paved with asphalt. Other streets in the city are constructed of stone and gravel. All the streets are from five to six meters wide.
3. In 1939 the city had a population of about nine thousand, 60% of whom were of Ukrainian ethnic origin and the rest of Polish and Jewish origin. In 1941, after two years of Soviet occupation, the population was about 12 thousand, 50% of whom were of Ukrainian ethnic origin and 50% of Jewish origin. When the Germans retreated in 1944 the population was about eight thousand, 80% of Ukrainian origin and 20% Polish.
4. The means of transportation in Nadvornaya were cars, trucks, horse drawn wagons and buggies (fiyarkas).
5. A railroad station was located east of the city. The station had eight to 10 railroad sidings. The main line was single track. Trains passed the city going north to Stanislaw and south to Vorokhta (Worochta) via Delyatin. Another line ran south from Nadvornaya to Delyatin then east to Kolomyja (Kolomyja). Another line ran southwest from Nadvornaya to Pasachna (Peschana).
6. Traffic on this line was both freight and passenger. About eight combination freight and passenger trains passed through Nadvornaya daily.
7. In the area of Bitkow (Bitkus) which is about five to eight kilometers west of Nadvornaya there were oil wells. The people in this area were poor as the ground was too sandy and rocky to raise good agricultural products. However, the people pierced the oil pipe lines which led from Bitkow to the refinery in Nadvornaya and used the oil for home use or for barter purposes. Tank trucks also hauled the oil to the refinery.

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(Haid) [redacted] was called the Hwoziackij bridge. It was on the northwest side of the city. On the road that goes west toward Wolotsk (Molotsk) [redacted] there was another bridge called Molotskij bridge. Another bridge was on the road that goes from Pniew to Bitkow. It is possible to ford the [redacted] River [redacted] at [redacted].

FACTORIES AND INDUSTRIES

22. The oil refinery was located east of the city. The oil was [redacted] or piped in from the oil fields in the Bytkow area and then shipped to Stanislaw which is 36 kilometers north of Nadvornaya. Prior to World War II the people worked a 44 hour week, eight hours daily, and four hours on Saturday. The pay was from 70 to 80 Polish slotys per month. A person could purchase one kg of sugar (two pounds) for 1.10 zlotys, a pair of shoes for eight to 15 zlotys, clothing varied in price from 40 to 120 zlotys, and 100 kg of wheat (200 lbs) cost 17 to 20 zlotys.

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2. The main street, Mandychewskyj, runs north to Bogorodchany (Bohorodczany) and south to Pniv (Pniow) through the center of Nadvornaya. The street is two cars wide and is paved with asphalt. Other streets in the city are constructed of stone and gravel. All the streets are from five to six meters wide.
3. In 1939 the city had a population of about nine thousand, 60% of whom were of Ukrainian ethnic origin and the rest of Polish and Jewish origin. In 1941, after two years of Soviet occupation, the population was about 12 thousand, 50% of whom were of Ukrainian ethnic origin and 50% of Jewish origin. When the Germans retreated in 1944 the population was about eight thousand, 80% of Ukrainian origin and 20% Polish.
4. The means of transportation in Nadvornaya were cars, trucks, horse drawn wagons and buggies (fiyarkas).
5. A railroad station was located east of the city. The station had eight to 10 railroad sidings. The main line was single track. Trains passed the city going north to Stanislaw and south to Vorokhta (Worochta) via Delyatin. Another line ran south from Nadvornaya to Delyatin then east to Kolomyja (Kolomyja). Another line ran southwest from Nadvornaya to Pasechna (Peschana).
6. Traffic on this line was both freight and passenger. About eight combination freight and passenger trains passed through Nadvornaya daily.
7. In the area of Bitkow (Bitkus) which is about five to eight kilometers west of Nadvornaya there were oil wells. The people in this area were poor as the ground was too sandy and rocky to raise good agricultural products. However, the people pierced the oil pipe lines which led from Bitkow to the refinery in Nadvornaya and used the oil for home use or for barter purposes. Tank trucks also hauled the oil to the refinery.

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8. Products such as rye, oats, and potatoes were raised in the Nadvornaya area. The soil was stony and sandy and harvests were very poor.
9. The city had two churches and one synagogue. The Ukrainian Greek Catholic church of St Maria was located near Mazepa Street. A Roman Catholic church was near Pniwska Street and the synagogue was located in the center of the city.
10. Homes in the city were built of wood and brick. A one family house consisted from two to six rooms and a two family house of about five to 10 rooms. The homes were heated with coal, wood, and oil. Water was obtained from outside water wells.
11. Very few homes had bathrooms; however, the city had a public bathhouse.
12. Most of the homes used oil for lighting and the railroad station, offices, stores and saw mills and a small percentage of homes in the center of the city had electricity.
13. Each family used their garbage for fertilizer.
14. The city hospital in Nadvornaya had the only sewage pipe. It led to the Bystritsa (Bystrzyca) River. Stores, offices, and buildings hired special people to haul their sewage away.
15. A very few homes, offices and the telegraph and post office possessed a telephone or a radio.
16. About one mile west of Nadvornaya and southwest are the Carpathian Mountains. Forests begin a few kilometers north and northeast of the city.
17. The Bystritsa Nadvornianskaya River flows from the south to the north. It encircles the west side of the city. Its width varies from five to six meters and it varies in depth. It flows very rapidly and is very cold. The banks of the river are wide and stony. The banks along the river in the northwest section of the city are covered with dense brushwood.
18. The people fished anywhere in this river. Carp and pike were abundant. Fishing was done by fishing rods, nets or by hand. It was not necessary to have a fishing license.
19. Animals found in this region are: hares, deer, wolves, fox, wild boar and partridge.
20. The climate in this region is known as continental (dry) and the winters are very cold.
21. In 1944 a bridge was located north of the city on the road that leads to Gvozd (Hwizd) [sic]. It was called the Hwozdeckyj bridge. It was on the northwest side of the city. On the road that goes west toward Molotkuv (Molotkow) [sic] there was another bridge called Molotkinskyj bridge. Another bridge was on the road that goes from Pniv to Bytkov. It is possible to ford the Bystritsa River anywhere in this area.

FACTORIES AND INDUSTRIES

22. The oil refinery was located east of the city. The oil was either trucked or piped in from the oil fields in the Bytkov area and then shipped to Stanislaw which is 36 kilometers north of Nadvornaya. Prior to World War II the people worked a 44 hour week, eight hours daily, and four hours on Saturday. The pay was from 70 to 80 Polish zlotys per month. A person could purchase one kg of sugar (two pounds) for 1.10 zlotys, a pair of shoes for eight to 15 zlotys, clothing varied in price from 40 to 120 zlotys, and 100 kg of wheat (200 lbs) cost 17 to 20 zlotys.

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